

Donington Historic Festival
4th – 6th May 2018
Donington Park National

FINAL INSTRUCTIONS – Issue ONE

This meeting is organised by MotorSport Vision Racing, governed by the General Competition Rules of the MSA, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

1. PERMIT

This event will be held under the following MSA Permit numbers:
 Nat B: 105470
 Nat B Endurance: 105471

This meeting is NCAFP permitted.

2. OFFICIALS

MSA Steward – tbn
 Club Stewards – John Hopkinson, John Trevethick
 Event Director – David Willey
 Senior Clerk of the Course – Nick Turner
 Clerk of the Course – Andrew Rowe, Bob Banthorpe, Gareth Newton
 Deputy Clerk of the Course – Andy Dee Crowne
 Secretary of the Meeting – Joe East
 Chief Scrutineer – Loyd Gerken
 Chief Medical Officer – Raza Dar
 Chief Flag Marshal – Alan Crook
 Chief Paddock Marshal – Sue Markey
 Chief Pit Marshal – Paul Shillaker
 Chief Startline Marshal – Sue Birch
 Chief Timekeeper – Sarah Evans
 Commentators – Alistair Douglas, Ian Titchmarsh
 Chief Marshal – Fay Crook
 Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other MSA recognised Clubs
 Ambulances – Inter-County Paramedic Ltd
 Rescue Units –MSVR & Donington
 Safety Car – Paul Forster & Dave Kentish
 Recovery – Mick Avery & Co and Nottingham Breakdown & Recovery Service

3. COMPETITORS CIRCUIT/PADDOCK ACCESS & ALLOCATION

IT IS IMPORTANT THAT YOU FOLLOW INSTRUCTIONS REGARDING PARKING WITHIN THE PADDOCK AREAS.

Paddock access in Paddock ONE will be from 18:30 on Thursday 3rd May 2018.

Paddock access in Paddock TWO will be from 14:00 on Thursday 3rd May 2018.

All competitors/teams must report to the paddock management team, before parking.

Specific Donington Historic Festival paddock passes are in operation. Only vehicles displaying the correct paddock passes are permitted in the paddock. Private cars must remain outside the paddock unless specifically authorised.

Pit Garages are reserved for the following Series/Championships:

HSCC Derek Bell Trophy: **1 - 8**
 Formula Junior: **9 - 22**
 Pre-'63 GT: **23 - 30**
 HSCC Super Touring Cars: **31 – 38**

4. SIGNING ON FOR COMPETITORS

Competitors will sign on in the reception area of the Donington Park Paddock suite.

At signing on all drivers must provide a) Drivers and Entrants MSA

Competition Licence. b) Drivers Medical Certificate (if not incorporated in the Licence) c) Valid Club Membership (where applicable).

5. SIGNING ON FOR SENIOR OFFICIALS

Will be in Race Administration.

6. NOTICE BOARD

The Official Notice Board will be located at Race Administration.

7. TIMING SCREEN

The Official Timing Screen will be the Starters timing screen in the Pit Lane.

8. SCRUTINEERING

Scrutineering will be as below (Please see the event timetable for more information):

Day	Time	Location
Thursday	14:00 - 18:00	Scrutineering Bay
Friday	07:00 – 14:30	In Situ

It is imperative that when the scrutineers arrive to check the cars, that all the appropriate paperwork is in order and ready to be presented to the scrutineers to allow them to complete their checks.

9. ELIGIBILITY

Eligibility may be checked by a member of the MSA Technical Commission listed in the 2018 MSA Year Book. These Technical Commissioners will be considered as Judges of Fact within the Regulations. The Championship MSA Licensed Eligibility Scrutineers are also considered Judges of Fact and empowered to undertake any measurements or examinations of vehicles.

10. DRIVERS RACING FOR THE FIRST TIME AT DONINGTON

Competitors must read an instruction sheet that can be collected at signing on.

11. DRIVERS BRIEFINGS

Drivers briefing times and locations are given on the timetable that is included with and part of these instructions.

The organisers reserve the right to call extra briefings as appropriate.

Attendance at any drivers briefing is mandatory.

12. ENGINE / NOISE POLLUTION

ENGINES MUST NOT BE RUN BEFORE 0900 HOURS OR AFTER 2000 HOURS.

All competing cars must comply with MSA or championship/series regulations.

13. PIT LANE

Please note that there is a mandatory speed limit in the Pit Lane of 60 km/h. **The Pit Lane entry is on the LEFT after Goddards.**

The Penalty Box is at the far end of the Pit Lane by the Pit Office.

14. PRACTICE & QUALIFYING

Practice & Qualifying procedure:

HSCC Derek Bell Trophy & HSCC Super Touring Cars will start qualifying from the pit lane.

Noise testing will be conducted in the pit lane and will commence 20 minutes before the start of the respective series qualifying sessions.

All other cars will start practice & qualifying from the assembly area, which will be located behind the Redgate Suites.

All other cars (Including Formula Junior and Pre '63 GT) should proceed to the Assembly Area 20 mins before the scheduled start of their session. When released onto the circuit by officials, cars will join the circuit at Redgate Corner and qualifying will commence on showing of the Green Flag.

Please make yourself familiar with the location of the Assembly Area before your first practice session.

15. RACE START PROCEDURE

HSCC Derek Bell Trophy & HSCC Super Touring Cars will be assembled into grid order in the pit lane before their races. All teams and competitors will need to follow instructions from pit lane Marshals and Officials to assist with this. They will then be lead behind the safety car on to the track as detailed below.

Rolling Start Procedure:

All cars (including Pre-63 GT) should proceed to the Assembly Area at Redgate Corner 20 mins before the scheduled start of their race for pre-gridding. The one minute and 30 second countdown will take place in the Assembly Area and Drivers will then be released onto the circuit behind the Safety Car for one lap. Cars must stay in 2 x 2 line astern formation maintaining the speed set by the Safety Car. When the Safety Car pulls into the Pit Lane the front row will control the field maintaining the pace of the Safety Car until the start of the race. As the cars approach the Start Line the red light is extinguished. Cars may not overtake until they have crossed the Control Line.

Standing Start Procedure:

All Cars (including Formula Junior) should proceed to the Assembly Area at Redgate Corner 20 mins before the scheduled start of their race for pre-gridding. The one minute and 30 second countdown will take place in the Assembly Area and Drivers will then proceed to the grid on their Green Flag lap. The Safety Car may lead cars on this lap. No team personnel will be allowed onto the grid and engines should remain running. When the Grid is complete the 5 second board will be displayed before the red lights are shown, followed between 3 and 5 seconds later by the red lights being extinguished to denote the start of the race.

In all cases, countdowns will be in accordance with series or championship regulations.

Rolling starts will be:

- HSCC Derek Bell Trophy
- HSCC Super Touring Car Challenge
- Royal Automobile Club Woodcote Trophy
- Stirling Moss Trophy
- Historic Touring Car Challenge with Tony Dron Trophy
- Pre-63 GT – for pre-63 GT cars
- GT & Sports Car Cup
- U2TC Trophy for pre-66 under two-litre Touring Cars

Standing starts will be:

- HSCC Jaguar Classic Challenge
- FJHRA/HSCC (Front-Engined Formula Juniors)
- FJHRA/HSCC (Rear-Engined Formula Juniors)
- HRDC 'TOURING GREATS'
- HRDC 'COYS TROPHY'
- 'Mad Jack' Pre-War Sports Cars

The Assembly Area is located behind the Redgate Suites.

In ideal conditions the qualifying or racing programme may be brought forward by up to 20 minutes and competitors should ensure that they are in their correct location in good time.

16. GRIDS

Grids will be in accordance with the track licence or Championship/Series Regulations.

17. COUNTDOWNS

For all races, the countdown will start at the 1 minute signal unless championship/series regulations specify a different procedure.

18. LIVE SNATCH

During all practice, qualifying and races, the Clerk of the Course will have the option to carry out 'live snatches' under local Yellow Flags and/or Yellow Lights. This practice will not be carried out however on vehicles with open cockpits.

19. SAFETY CAR

The Clerk of the Course has the option to deploy a Safety Car for all qualifying and races. The Safety Car will join the circuit from the Pit Lane exit and leave the circuit by entering the Pit Lane. Safety Car

regulations are available at Race Administration or as detailed in Championship Regulations.

20. END OF PRACTICE AND RACE PROCEDURE

At the end of each practice or race all cars must slow down after taking the Chequered Flag and leave the circuit by entering the Pit Lane and turning LEFT into the Parc Ferme just beyond Garage 38, unless otherwise instructed by officials.

The top three drivers in each race will be stopped by the marshals at the top of the pit lane for presentations (Garage 1), where cars will be under Parc Ferme.

Competitors may be required to remain under Parc Ferme conditions until advised by the Scrutineers depending on the specific requirements of the championship/series.

For races of time duration, the Chequered Flag will be shown to the race leader the first time he/she passes the finish line after the time has elapsed unless specified otherwise in championship/series regulations.

21. RESULTS

All Practice Timesheets, Grids and Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

22. RED FLAGS

Any category generating a Red Flag may be placed at the end of the programme subject to time remaining available.

23. JUDGES OF FACT

Judges may be appointed in accordance with MSA Q18.

Timekeepers: To declare the individual lap times and the order in which the cars cross the timing line throughout the competition.

Scrutineers: In addition to the Championship/Series Eligibility Scrutineers, eligibility may be checked by a member of the MSA Technical Commission, as listed in the MSA Officials' Yearbook Appendix 8(e).

24. Timing

All competitors are required to use a AMB TranX 260, X2 (or equivalent) either direct powered or battery transponder. Transponders can be purchased from TSL at www.tsl-timing.com in advance of the meeting or hired from TSL. Timing on the day in an emergency or by arrangement with TSL.

Competitors should supply the transponder number in advance of the event to their respective Championship Coordinator.

25. Miscellaneous

MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.

Any cables laid across the paddock MUST be covered with a proprietary cable cover.

Tail lifts must NOT be left unattended in the 'mid' position. It is strongly recommended that extended tail lifts are fitted with warning lights.

26. Special Circuit Notices

Please refer to Appendix A in the Supplementary Regulations for this race meeting. If you have any questions regarding these, please get in touch with a member of the MSVR team who will be happy to help you.

27. Stirling Moss Trophy, RAC Woodcote Trophy and Historic Touring Car Challenge with Tony Dron Trophy:

Races will feature a mandatory pit stop and where relevant, a driver change between the 20th and 40th minutes. All cars must be at rest for a minimum of 60 seconds during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

28. 'Mad Jack' for Pre-War Sports Cars:

Will feature a mandatory pit stop and driver change in the race where relevant, between the 15th and 30th minutes. All cars must be at rest for a minimum of

15 seconds during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

29. HRDC COYS Trophy and HRDC Touring Greats:

There will be a mandatory pit stop between the 15th and 30th Minute. There will be no restriction for the time of the stop if double driven, however if single driven the driver must get out of the car close the door, then stand away signalling with a raised hand before returning to the car to continue with the race. All engines must be switched off during the pit-stop procedure. Any car not pitting within the pit window will be excluded from the result.

30. GT & Sports Car Cup:

This is a two driver race but it is permitted to have a third driver or drive solo. For a two driver car the owner of the car must drive for at least 50% of the racing time. If there are three drivers the owner must drive for at least 33% of the racing time. No single driver can stay behind the wheel for over 50 minutes at a time. A driver competing on his/her own will have to respect these stops (two) and remain stationary for one minute during each stop. In the event of a double stint, a driver will have to stop and remain stationary for one minute during each stop. For a pit stop where a driver change takes place there is no minimum time. Disrespect of the regulations may result in penalty of between 10 seconds and 5 minutes and/or of 1 to 3 laps. It may also result in an exclusion. No refuelling will be allowed. Car doors, seat belts/ harnesses must not be undone until the car is stationary. There is no pit window for this race, teams can elect when to make their stops but on a full race distance of 120 minutes this will require each team to have made two stops to adhere to the race regulations.

31. U2TC: All cars must call in at the pits between the 15th and 25th minute the race. Two driver teams shall change driver and single drivers may remain in the car. Seat belts must remain fastened until the car comes to a stop and be fastened again before leaving the spot. Engines do not have to be switched off. The speed limit in the pitlane will be announced during the drivers' briefing. For all cars (one or two drivers) the minimum duration of the stop will be one minute + the necessary time to drive through the pitlane at the authorised speed.

32. Pre-63 GT:

All cars will have a mandatory pit stop between the 20th and 40th minute of the one-hour race. Two driver teams shall change driver and single drivers must exit the car and run round it before continuing. Seat belts must remain fastened until the car comes to a stop and be fastened again before leaving the spot. This will be closely monitored, as will pit lane speed, and a minimum stop and go penalty will apply.

33. HSCC Jaguar Classic Challenge:

There will be a mandatory pit stop at which a driver change may occur. The car must remain stationary for a full one minute regardless of whether the driver changes or not. The driver does not have to get out of the car or stop the engine if there is no driver change. The Pit Lane will only be open for driver changes between the 15th and 45th minute and all cars, even those not changing drivers, must make a minimum one minute stop in this window. A "Pit Lane Open" board will be shown for 2 laps after the pit is opened and a "Pit Lane Closed" board will be shown for 2 laps after the end of the "Pit Window". All drivers must practice and the starting driver must be notified to Race Administration at least one hour prior to the start of the race. The maximum speed in the Pit Lane will be 60kph (37.2mph). No refuelling will be allowed. Car doors, seat belts/ harnesses must not be undone until the car is stationary. If the car does not remain stationary for one full minute there may be a penalty of one extra minute added to its race time or the car could be called in for a drive through penalty. It is the team's responsibility to time the stop but it will be monitored and checked by race officials. If a car does not stop within the allocated time window there will be a 30 second penalty. There will be an additional time penalty of 1 minute added to the race time for anyone exceeding the pit lane speed limit which will be added to any other time penalties incurred. Failure to take the mandatory pit stop will result in exclusion from the results.

34. Decals.

Competitors are reminded that race sponsor's decals, if supplied, must be prominently displayed on competing vehicles. It will be mandatory to display the special DHF Scrutineering stickers. Failure to display decals may result in disqualification.

We wish you a safe and successful meeting.

Nick Turner
Senior Clerk of the Course

Joe East
Secretary of the Meeting

David Willey
Event Director